

Today's
Advertisements.

P. OMENADE CONCERT
OPEN AIR THEATRICALS
AND
ANNUAL DISTRIBUTION OF PRIZES,
(By Lady Carrington)
TO-NIGHT,
(SATURDAY), the 30th April, 1898,
at 9 P.M.

ADMISSION.....\$1

The proceeds to be used in aid of the
Band Fund.
TICKETS at Messrs. LAM, CRAWFORD & CO'S
Music Depot.
Hongkong, 30th April, 1898. [503]

ARTACHO & CO.
IMPORTERS AND SELLERS
OF
MANILA GOODS,
SPECIALTY
MANILA CIGARS AND CIGARETTES.
No. 51, Peel Street or No. 4, Ripon Terrace,
Hongkong, 30th April, 1898. [507]

TO LET.
No. 3, STEWART TERRACE, with Im-
mediate Possession.
Apply to
J. W. NOBLE.
Hongkong, 30th April, 1898. [505]

**THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.**
FOR SHANGHAI, NAGASAKI, KOBE
AND OKINAWA.
The Company's Steamship

"HYSON."
Captain John S. Hogg, will be despatched
as above on MONDAY, the 2nd May, at 5 P.M.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 30th April, 1898. [573]

OCEAN STEAMSHIP COMPANY.
FOR SANDAKAN.
The Company's Steamship

"MEMNON."
Captain McGeorge, will be despatched on
TUESDAY, the 3rd May, at 5 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th April, 1898. [586]

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK, VIA SUZ CANAL.
The Steamship

"ENERGIA."
will be despatched as above on or about the
15th May.
S.S. "MACDUFF"about 25th May.
S.S. "AFRIDI" " 15th June.
S.S. "FATHAN" " 15th June.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 30th April 1898. [353]

**THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.**
NOTICE TO CONSIGNEES.
FROM SWANSEA LIVERPOOL AND
SINGAPORE.

THE Company's Steamship
"HYSON,"
having arrived from the above Ports. Consignees
of Cargo are hereby informed that this Goods
are being landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Kowloon, whence delivery
may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Underwriters before
noon on the 6th May or they will not be
received.
All broken, chafed and damaged Goods are to
be left in the Godown, where they will be
examined on FRIDAY, the 6th May at 3 P.M.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 6th
May will be subject to rent.
Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 30th April 1898. [1-w 574]

**OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.**

NOTICE.
CONSIGNEES OF CARGO per Steamship
"BELGIC,"
The above Steamship having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk and
expense.
J. S. VAN BUREN,
Agent.
Hongkong, 30th April, 1898. [1-w 2]

**DAKIN, CRICKSHANK &
COMPANY.**
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SODA WATER.

LEMONADE.

GINGER ALE.

SARAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co's WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufacture.
Special terms to Hotels, Clubs, Messes and
all Large Conventions.
Any complaints should be addressed to the
Manager.
Hongkong, 1st March, 1897. [50]

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London
House, bought direct at first hand, imported in
wood and bottled by ourselves, thus saving all
intermediate profits, and enabling us to supply
the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on
Application.

PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintage. All are
true Xeres Wines.

CLARET.—Our Claret, including the lowest
priced, are guaranteed to be the genuine
product of the vine and are not
artificially made from raisins and
currants, as is generally the case with Cheap
Wines.

BRANDY.—All our Brandy is guaranteed to
be pure Cognac, the difference in price
being merely a question of age and vintage.
WHISKY.—All our Whisky is of excellent
quality and of greater age than most brand,
in the market. THE SCOTCH WHISKY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.

We only guarantee our Wines and Spirits to
be genuine when bought direct from us, in the
Colony or from our authorised Agents at the
Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 8th December, 1897. [7]

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 30, 1898.

THE SHIPPING CONFERENCE.

[Continued]

Mr. CHAMBERLAIN'S Blue-book throws
into lurid light the operations of the Ship-
ping Conference, and indicates something
of the evil which the Ring is working on
Imperial trade. A little while ago the
Peninsular and Oriental Company carried
iron from Antwerp to London, and thence
to India, for 10s. a ton; yet it charged
15s. 6d. a ton on British iron from London
only to India. Exposure and agitation
put an end to this particular scandal, but
not until irreparable harm had been
wrought, and the iron and steel export to
India, which of old time had been almost
the monopoly of England, had practically
passed to German and Belgian hands.
One English firm, which had an extensive
iron trade with India, found itself so seve-
rely handicapped by these preferential rates
to its rivals that it was compelled to shut
its works at Wigan, where it had employed
about five hundred men. Yet the Penin-
sular and Oriental Company is heavily
subsidised by the British Government.

The disgraceful system still flourishes.
The report from the Straits Settlements
gives illustrations of the preferences
accorded the foreigner by the shipping
companies, and declares that as the result,
"Importers find that it is advisable to pay
25s. more to a foreign manufacturer for
an article which could be bought in
London at a sum less by that amount." Here
is another instance.—The charges on
cotton piece goods from New York to
Hongkong or Shanghai averaged from
25s. to 30s. a ton, but on the same goods
to the same ports from England, the
charge was 5s. 6d. On machinery the
rates are about forty per cent. lower from
America to China than from England.

Other colonies have a similar tale to
tell concerning the evil genius of the Ring.
Let us find room for one instance, from
Cape Colony. Furniture from England
to the Cape pays rates varying between
81s. 3d. and 47s. 6d. per ton; on furniture
from the United States, freight is only
from 22s. 6d. to 25s. and has recently, in
some cases, been as low as 13s. per ton.
There are not isolated instances; the
Colonial Office Blue-book is full of them.
It is difficult to rise from a perusal of
the charges without a conviction that the
British Shipping Ring is deliberately en-
deavouring to enrich itself for the time
being by a reckless policy which cannot
but crush British trade. Nor does any
defence of its amazing policy which the
Shipping Ring has put forward help much
to remove the impression. The only plea
worth the name which the Peninsular and
Oriental Chairman put forward in reply
to the Blue-book accusation and the Press
comments thereon, is to the effect that if
the conference did not charge these lower
freights on the traffic it carries from
foreign ports it would not get the traffic
at all. This poor defence, for the ques-
tion is not why they charge low rates to
and from Continental ports, but why they
decline to make corresponding reductions
for British ports. Either these low rates
pay or they do not. If they do, then the
shipping company could afford to charge

equally low rates from British ports; if
they do not, then the directors of the Ring
are either injuring their companies by
carrying unprofitable cargoes (which,
judging from their dividends, seems most
unlikely), or they are forcing British
traders to pay the transport profits, not
only on their own consignments, but on the
foreigners' also. The whole subject is
one of pressing importance, and the
Government should be given to under-
stand that it must no longer continue to
help with subsidies shipping companies
which so misuse their power and oppor-
tunities.

Wherever there is cutting of rates, there
is expansion of trade. Ten years ago, the
Trans-Pacific trade was amply served by
a half-dozen boats; other lines started,
rates were cut, competition waxed keen,
and the trade is a hundred times what it
was. American flour was unknown in
China; now it feeds half the population,
because it was carried at ballast-rates
until it made a market for itself. It brings
with it American Cotton and machinery,
displacing British, because British freights
have not been cut down correspondingly.
The Conference stifles British competition.
Millions of pounds were spent on the Man-
chester Ship Canal, to make Manchester
goods cheaper than American in China; the
millions are dead loss, for the Conference
carries cotton more cheaply from any
port in America, two thirds round the
world, than from Manchester. If British
shipowners would make a point of study-
ing the interests of British trade, outward
and inward, the benefit would be mutual.
A Shipping Conference of all British lines
could easily bring irresistible pressure to
bear, to establish a scale of freights which
should be as low to and from British ports
as those to and from their immediate
rivals, Antwerp, Hamburg, Bremen, etc.
London used to be a distributing centre
for huge quantities of merchandise sent to
Northern Europe from other continents.
Liverpool used to be the cheapest route
for American raw cotton to reach the
American customer in the shape of cloth-
ing. We do not say such conditions could
last for ever, but we do say that the
British manufacturer ought at least to
have a fair play in competing with the
German and Belgian, and ought to get
as cheap freights. We do say that the
British labourer should not be victimised
for extra freights on his tea, rice, etc., for
the purpose of letting his Continental com-
petitor get such necessities more cheaply
and thereby be able to live on smaller
wages. This is what it amounts to.

Messrs. Wheelock & Co's Freight Market
Report, dated Shanghai, 18th April, 1898,
says:—"The principal feature of interest in our
home-ward freight market has been the renewal
of the Conference Agreement for London, etc.,
for a further period of one year on terms similar
to those of recent years. The tariff list has been
revised, new rates fixed being nearly the same
as those now current, an additional 5/- per ton
being imposed on Tea.

RATES OF FREIGHT BY CONFERENCE LINES.
Shanghai to—
London.....General Cargo W. 35/-
Northern Coast Ports.....37/-
New York via London.....37/-
Baltimore via London.....40/-
Kobe via London.....42/-
Manila.....42/-
Liverpool.....42/-
Hamburg.....42/-
Above rates are subject to a deferred rebate,
as per Conference Circular.

These rates speak for themselves. "New
York via London," and even a remote
Baltic port as difficult of access and as
limited in trading resources as Kobe—
via London—as cheap in the Confer-
ence freight scale as Liverpool. It is for
the Conference shipowners to show, if they
can, just cause why the Government should
not take action to compel an alteration of
the system.

REUTERS' MESSAGES.

THE SPANISH AMERICAN WAR.
LONDON, April 28th.

The American ship *Shenandoah* has arrived
at Liverpool, her reported capture by the Span-
iards being untrue.
An American torpedo boat destroyer engaged
a Spanish gunboat off Matanzas, after eleven
shots were exchanged the American boat retired,
apparently damaged.
A squadron has left Manila to meet the
American fleet.

RESULT OF THE TWO THOUSAND
GUINEAS.
1. Disraeli.
2. Waddington.
3. Nieuw.

PLAQUE STATISTICS.

During the 24 hours up to noon, 29th April,
17 new cases and 21 deaths from plague were
reported, making the total since 1st January (119
days) 681 cases and 602 deaths.

LOCAL AND GENERAL.

H.M.S. *Edgar* leaves for England to-morrow
afternoon, and the *Rainbow* as soon as she has
completed repairs.
A LIGHTERMAN in the employ of the Talko
Sugar Refinery was to-day sent to gaol for three
months for being unlawfully in possession of
six bags of sugar.
A CHINA MAN, the owner of five Winchester
rifles sent by Sergeant Williamson on board
the steamer *Hawthorne* was to-day fined \$100
and the weapons were confiscated.

CAPT. Hastings held an enquiry to-day regard-
ing the death of Asa Tloah a gunner in the
Asiatic Artillery, who died in the Station Hos-
pital on the 8th inst. After hearing the Medical
evidence a finding was returned to the effect that
death was caused by acute gastritis brought on
by an overdose of arsenic accidentally self-
administered.

Two soldiers of the King's Own were charged
to-day with disorderly conduct while on board a
sloop, and one was fined \$10 and the others
\$7, while they were each ordered to pay \$4 com-
pensation to the master of the boat.
We are sorry to have to report another case of
a European being attacked with plague. This
time it is P.C. 75 MacDonald. He had been
suffering for some time past but only developed
plague about three days ago. He was on duty
in the Central district.
Mr. F. Bedford, of the Western Hotel is again
organising his military smoking concert so
popular with the services last year. One was
given during this week and went off most suc-
cessfully. Songs, dances and recitations filled
the time pleasantly from 6.30 till 9.15. The host
provided a good supper and "The Queen"
brought the proceedings to a close.
In regard to the arrival of Prince Henry at
Matsu Island, near Foochow, and the report
that the Germans intended to annex the island,
we find from Shanghai papers that the truth is
as we surmised; the poor old *Deutschland* has
broken down again, and that is the only reason
for the German Squadron's staying at Matsu.
The place is utterly useless for annexation
purposes.
The residents of Calao Road near the Hospital
are complaining very much about the Sanitary
authorities burying rubbish on a piece of vacant
land in their immediate vicinity. The stuff has
been taken from Chinese houses and the odour
it emits is better imagined than described. It
fills the houses and people have to keep doors
and windows constantly closed to prevent the
nocturnal smells filling the place.
The ferry steamer *Morning Star* got a "bump"
from a Chinese junk on Thursday night and
some of her upper works on the port side
were carried away. One of the three European
passengers received a black-eye and nothing
more serious took place. P.C. Bencefield arrested
the junk master. It is said that the junk had
lights but they could not be seen from the
steamer. The matter will probably be enquired
into by the Harbour Master.

A WOMAN, her daughter and son, and two
coolies were to-day charged with assaulting an
old woman in Ing Hom Street. The complainant
said there was a procession and she accidentally
shoved the first defendant, when the others set
upon her. The story for the defence was that
complainant was amusing herself throwing
crackers on them while they were worshipping.
There was a good deal of hard swearing and
Capt. Hastings fined the woman \$5, discharged
the son and daughter and bound the coolies
over in \$1 each to behave themselves for a
month.

The police and military are putting in good
work as regards the cleaning of the Chinese
quarters. Down Wanchai, Amoy Lane, Swatow
Lane, Wai Hing Lane, Ship Street and Tai
Wong Street, all most equal and filthy places
have had a thorough overhauling and the refuse
and rubbish removed from them was very
considerable. By the aid of Jey's Field the
houses have been "sweetened" and it is only
matter for regret that this work was not carried
out at frequent intervals during the year instead
of only being taken up spasmodically when the
disease is rife in our midst.

The second mate of the steamer *Freije* was to-
day charged at the Magistracy with assaulting
a Chinaman on board the vessel, by striking
him on the eye. Complainant said he was going
to clean a cabin by the officer's order when the
latter said he was slow and struck him. Defen-
dant said that complainant took no notice of the
first order and when told again he moved slowly
and spoke in Chinese. He then gave him a
slight shove. Complainant then took up a
bucket to strike him with and defendant struck
him. Capt. Hastings bound the defendant over
in the sum of \$1 to be of good behaviour for one
month.

MESSRS. BENJAMIN, KELLY AND POTTS' *Weekly
Share Report*, dated Hongkong, Friday, 29th
April, says:—"The past week has resulted in a
very small amount of business, and rates
generally show a further drop on our last quot-
ations. Banks—Hongkong and Shanghai Banks
have ruled very quiet and only a small sale at
184 per cent. premium has been effected. The
London rate has advanced to £45. Marine
Insurances.—China Traders have changed hands
at \$64, \$63 and \$65. Cantons are wanted at
\$137. Yangtze are offering at \$134 ex div.
Staats are weak with sellers at \$112. Union,
a small lot has changed hands at \$225. Fire
Insurances.—Hongkong Fires have ruled quiet
with sellers at 337. China Fires are still
obtainable at \$98. Shipping.—Hongkong,
Canton and Macao Steamboats have been
placed at \$101 and are quiet at the rate. Indo-
China have declined to \$60, but are again firmer
with sales and buyers at \$65. Douglas Steam-
ship have been sold at declining rates
down to \$101, owing to forced sale for the settle-
ment. Lyons are offering at \$36. Mining.—
Panama are offered at \$36. Charbonnages have
been sold at \$130. Ranches have changed hands
at \$278, \$281 and \$283. Great Eastern and
Caledonian have been done at \$240, \$230 and
\$230, and close with buyers at \$230. Olfers
B have been placed at \$11. Docks, Wharves
and Godowns.—Hongkong and Whampoa Docks
have declined to 350 per cent. premium, at which
rate a fair number of shares changed hands; the
market closes firm with further buyers. Kowloon
Wharves have been sold at \$54 and are now
wanted at \$54. Whampoa have been negotiated
at \$44. New Amoy Docks have been fixed at
\$18. Lands, Hotels and Buildings.—Hongkong
Lands continue quiet with sellers at \$73 Hong-
kong Hotels are in demand at \$53. Cotton
Mills.—Zwies are quoted at \$12.100. Intern-
ationals are wanted at \$12.112. Miscellaneous.—
Green Island Cements have been bought at
\$27 and \$22 for the Old and New respectively.
A. S. Watsons are obtainable at \$11. George
Foy's are required for \$31.

THE SPANISH-AMERICAN WAR.

(From our own Correspondent.)

MANILA, 30th April, 1898.

Information wire stopped writing.
[From this it would appear that the sending of
cables is prohibited and that our correspond-
ent is writing. It is wonder he was per-
mitted to give even this information.]

The British Consul at Manila believes that
the Spaniards will fight and that they fear the
rebels more than Americans. Supposed to be
50,000 troops in Manila.

Three Spanish ships left Manila on 23rd and
three on 24th and are now concealed about the
entrance to Manila Bay while a small gun-
boat is on watch for the Americans and boarded
the *Memnon* as she left.

Manila folks are expecting the *Emeralda* to
return with provisions and have no idea that
she is in American pay.

The Consul believes that there is truth in the
statement of cables being laid.

It is believed that the rebels will attempt to
rush the town and butcher indiscriminately
so soon as bombardment commences. Consul had
consequently telegraphed for *Edgar*.

All foreigners are buying up as many
provisions as possible.

MOVEMENTS OF THE SPANISH FLEET.

NEWS BY THE "MEMNON."

The Blue funnel liner *Memnon*, Captain R.
McGrigg, arrived to-day from Manila and brings
news of an interesting nature. It was ascer-
tained on board that nothing was seen of the
American fleet on the voyage and as the steamer
left the harbour she had to take a "torpedo
pilot." When she left Manila three days ago
two small Spanish gunboats were there anchored
in South Channel, and two or three small
launches lately bought by the Government were
in the North Channel. As the *Memnon* passed
out a small gunboat came in towing a large
lighter that had been used in laying mines. She
passed the *Emeralda* yesterday, when it was
blowing half a gale from E.N.E. This was at
8.45 a.m. and as the *Emeralda* was flying
light she was hopping and jumping in a manner
that boded ill for the comfort of those on board.

The *Memnon* took a cargo of sleepers from
Sandakan to Manila. She was to have made
one more trip, but, in view of the war, it is
doubtful if she will make it. She has brought
up several Spanish residents of Manila and also
about 550 Chinese. The latter are described as
being all possessed of more or less money,
having disposed of their businesses through the
war scare. It is understood that among them
is one of the leading Chinese merchants of
Manila.

Two days before the *Memnon* left a gunboat
arrived from down the coast where there had
been trouble with the rebels. The gunboat is
reported to have landed a force and they suc-
ceeded in killing some 50 or 60 unfortunate
Chinamen.

The main cause of uneasiness in Manila is
the rebel movement. It is believed that when
the bombardment begins the rebels will enter
Manila and they appeared to be much more
fearful than the "Americans." In fact as to
the latter the general expression is one of con-
tempt.

All the Spanish ships have been painted lead
colour, but it is a funny thing that no two of
them has the same tint.

When the Spanish mail steamer arrived the
other day she was flying English colours, and
on coming to an anchorage she hoisted Spanish
colours. On leaving again she went out with the
French flag flying.

In addition to her usual cargo the *Memnon*
brought a large consignment of specie for the
banks.

AN EX-REBEL LEADER.

With a view to ascertaining the feeling of the
Philippine ex-rebel leaders now in Hongkong,
as to the "difficulty" between Spain and
America a representative of the *Telegraph* called
yesterday at their head quarters. The place
has now taken on quite an air of violence and
is furnished in a style that should satisfy the
most fastidious. The reporter met: S. Flores
Yaselo Artacho and Agustin de la Rosa. Both
these gentlemen "have" very little English and
again the useful French came into requisition.
Sefior Artacho acted as spokesman and he did
not seem to "enthus" particularly over the
war. He gave the reporter, however, to under-
stand that the natives would be only too glad
of the opportunity of fighting against the Spaniards
on the American side. By means of some ex-
cellent charts and maps drawn up, apparently,
by the rebels he explained the defences of
Manila and Cavite and it would seem that the
United States fleet has all its work cut out. What
seemed to interest the gentleman most was his
business prospects in Hongkong. He has with
him his son, a stout lad of 16 or 17, and also
a pretty little black-eyed daughter, who seemed
frightened to let her father get out of her sight. A
very excellent collection of arms used by the
rebels was shown, consisting of spears, big bows
and arrows, swords, and a formidable sort of
dagger called the *patuk*. The arrows were
slipped with bone and would be fearful missiles
at effective range. Others again had long steel
blades and were capable of going clean through
the human body. The swords and daggers had
saw-toothed edges, and judging their appearance
they appear to have been some service. An ex-
rebel Captain told me a very formidable person to
meet after all. Sefior Artacho has all the polit-
ness of a Frenchman and he was constantly
deploring his ignorance of "English." As before
said, he was of opinion that his people would
join in the attack on the Spanish forces when-
ever they got a chance. Sefior Artacho, it will
be remembered, was one of the parties in the
recent Supreme Court case in which an injunc-
tion was given regarding the disposal of the
money paid to the rebel leaders by the Spanish
Government. He on behalf of some of the com-
mittees living here obtained an injunction against
Emilio Aguinaldo to prevent him taking the
\$200,000 out of the jurisdiction of the Hongkong
Court. The money was half of a sum that the
Spanish Government had last year agreed to pay
the insurgent Chief if they stopped the rebels.
The

SCENES IN ANNAM.

BY J. D. ROSE, IN THE "SINGAPORE FREE PRESS."

There are few countries in which it is possible
to live so cheaply as in Annam. The unit of
the Annamite currency is the *saigon*, and no
less than a thousand of these coins go to the
dollar. All household expenses are calculated
in *saigons*, with the result that a Mexican
dollar goes a very long way indeed in the Annam
account. One of my friends told me that he
gave his cook a thousand *saigons* every Sun-
day morning, and this sum, equal to one
Mexican dollar, had to last him until Saturday
evening, whilst the unexpunged use of the rations
when occasion required, maintained the service
of my host's table at a very high level, both as
to the quantity and quality of the victuals pro-
vided. The *cadavre* or *can* is as much of an
Annamite institution as the *saigon*; the
natives have been beaten and humiliated for
centuries, and seem to be really unable to get
along without an amount of whacking which
would be considered simply sinful in any other
country. Ducks and fowls cost about a dollar a
dozen and are remarkably fine birds. I used to
do a bit of marketing myself occasionally, and
once bought a great fat calf for the *Assomus*
for a dollar. This animal was considered a
great treat at first, but in the end the Annamite
got as tired of it as the Foreigner of his meat.
Rice and vegetables are very cheap, whilst fish
and game are to be had for very little. However,
I did not leave off writing on this subject, as
some angry Singapore housekeeper will be hit-
ting me with a brick. It necessarily follows,
however, that all imported articles, such as
sugar, coffee, wine, &c., are very dear, and there
is an enormous duty on petroleum which renders
some millions of Annamites best most remark-
ably early, with the exception of those who
profit by the general obscurity to prevail about
and steal anything they can lay hands on.

Labor is very cheap, and we calculated our
colliers' pay at about 100 *saigons* a day, with
hundred *saigons* to put it more correctly. The
saigon is, as might be expected, a most miser-
able coin, a little round greasy thing made out
of a mixture of zinc and mud, or anything else
which happens to be very cheap. It also con-
sists very largely of a square hole in the middle,
which permits of the *saigon* being strung up
into *saigons*, eight of which go to the dollar.
These *saigons* are very heavy and require
careful handling, or the string breaks, leaving
your money to roll about over half an acre of
ground. The *saigon* is also extremely brittle,
and apt to crumble into so many minute frag-
ments. If any one wants to take five
dollars worth of this money about with him, he
has to load up a horse with it, and the *saigon*
taken all round must surely be the most unsatis-
factory coin in the whole world. Yet it is
astonishing what can be done in Annam with a
moderate number of these coins, and it is of
course an easy thing to talk magnificent in
specimens.

I happened to drop in on one of my
friends one day, just as his dog was peck-
ing at the act of sleeping with a piece of
which happened to be on the table. "Great
Heavens!" he cried, "that *chien* *di*
chien has gone off with a peacock that I
paid one hundred and fifty *saigons* for. O!
mon Dieu!" shrieked the terrified Frenchman,
as he lunged a brick at the departing dog. "One
hundred and fifty *saigons!* *C'est cinquante
saigons!*" I was astounded at first at the
magnitude of this disaster, but it was conso-
ling to find that after all the missing bird had not
cost more than fifteen cents. A tin of *saigons*
was made to replace the stolen peacock, and
the circumstances of this were considered a
great treat.

There is a great sense of isolation in travel-
ling about Annam. At sea we seemed to have
the whole coast to ourselves, and the little *Ar-
cansas* rarely met a steamer anywhere unless it
was one of our own chartered vessels. Ours
was the only mercantile enterprise conducted by
Europeans over a coast line extending for more
than six hundred miles. What a contrast to
the Straits of Malacca, only some four hundred
miles distant, where the ships of all nations get
out of sight of the masts of each other's fleet.
On shore it was often very solitary work travel-
ling from point to point on horse-back with a
little Annamite guide, whose "nigger" French
was almost unintelligible. Here and there, at
long intervals of many miles, an official or a
missionary might be found, but not a single
merchant, trader, or civilian of any kind.

The *Assomus* was now navigated by an An-
namite pilot, a fellow called Nam, who insisted
on walking to me during the rest of my career
in his country. Nam, a young fellow, joined
us as the sailing master of the *Assomus*, and
was a man of varied accomplishments, and
served me in turn as cook, "boy," interpreter,
and eyes. He was the most bigamous rogue I
have ever had under my orders, and his fondness
for getting repeatedly married kept him con-
stantly in hot water. He got an advance from
me for his wife, so that she should not
want during his absence, but as he brought
a woman on board with him, I concluded that
he had decided to take his lady for the trip. She
was a little fellow, and I thought I should
Nathrang the character of the *Assomus* was
not to be named as an advance which he had made
to Wife No. 3, whilst Nam was in Saigon with
me. I paid the money, and went off to the *Ar-
cansas* to see Nam about his matrimonial affairs.
As he utterly failed to explain how he came to
have three wives at once, of whom two had ac-<

the French, please alone; if, however, I chose to run the risk of having the *Ascanius* ordered off the coast at any moment, I was at liberty to benefit by the toleration extended to me by the various residents on the coast, who seemed to think I was doing the trade of the country some little good, and no harm whatever. Annam, it must be remembered, is still a Protectorate and has an Emperor of its own, with whom the French have signed a variety of treaties. Under these, a certain number of ports are thrown open to the French, but Tam-Quan is not one of them. Strictly speaking, not even a French vessel could demand admittance into this port, a right reserved by treaty for Annamite shipping only. What then was to be said of an unseemly *Ascanius*, who insisted not only on going to Tam-Quan, but on going to the ship flying his red British flag in broad daylight? I pleaded that Annamite treaties were practically so much waste paper, and that I did not think much of the Emperor, as the Resident's permission was quite good enough for me, and that I wanted to go to Tam-Quan. They thought me an unreasonable ass, but I finally got the desired permission and took the *Ascanius* to Tam-Quan. The French, like ourselves, sometimes go to the trouble and expense of observing certain forms, when they take over somebody else's country. Like ourselves, they start with a Protectorate, which is still the nominal Government of Annam; the French are now however discussing a scheme under the title of Federation, placing Cochinchina, Cambodia, Annam, and possibly Tonkin under one general administration. Federation is a word which we have been made familiar of late, but as for such a stupid word as Annamite, it might as well be left out of the dictionary, because it means nothing in particular, and besides we could not think of such a thing!

I found Tam-Quan to be a nasty dangerous little harbour, dominated by a gigantic ridge of hot sand and a lot of rocks. On this ridge there was a low tumble-down thatched building; some four or five thick cables were passed over the roof of this house, and made fast to the rocks, which had been brought there for that purpose. This was the home of the French Collector and his wife, and their house had to be secured with cables in this way, because the stormy winds do blow at Tam-Quan, to such an extent, that even the houses have to be tied up to prevent them from going astray. I was received with the usual kindness by the Collector and his wife, and we talked matters over together. The house itself was not much better than a barn, but it appeared that the administration had a certain objection to spending money on Tam-Quan. In this desolate sparsely-furnished house, cut off from all intercourse with the outside world as it would seem, the Collector and his wife contrived to make themselves reasonably happy, although they had enough and to spare to grumble about, had they chosen to do so.

My first impressions of Tam-Quan led me to think that I had gone there on a fool's errand, and that my information about the place was bad, but as I looked into the country a bit I found it open up beautifully. The sandy waste was a strip along the coast, and the going up the river, cultivated fields extended far and wide on every side, clumps of palm trees grew more and more frequent, and sugar cane was to be seen everywhere. In the villages the natives were weaving silk on their primitive looms, or working their queer little oil mills. Herds of fat cattle grazed in the fields, and it was evidently an extremely productive country. Meanwhile as soon as the natives learned that the *Ascanius* was open to sail for Saigon, they fairly mobbed me to take their stuff, and they loaded her right up with sugar, oil, betelnuts and hides, until our Pilsener keel was out of sight altogether. Not that this mattered much to my pilot, Nam, who was easily satisfied on such points. I caught him looking very hard at our "Pilsener" one day, and he asked me what it was, so I told him it was a portrait of myself when young. Nam generally remarked that it was very much like me still, and went on his way much enlightened, whilst I resolved never to tell stories again.

I invited the Collector and his wife to dine on board of the *Ascanius* on the evening of our departure, as I thought it would be a little change for them. We had barely finished dinner when the wind rose quite suddenly and began to blow with fearful violence and the sooner we were out of Tam-Quan the better it would be for us. I thought at first that we should have to take our guests to sea with us, as it did not seem safe to send them ashore, but they insisted in changing it as the *Ascanius* was close in shore. We literally tumbled them into their dressing boat, and as I saw the poor lady being dragged ashore through a denuded field, I felt sorry that the visit to our ship had not a pleasanter ending. However Annam is a fine stirring country, in which something is always happening to you. Meanwhile we were blundering our way out through the reefs and got safely to sea again, so that if the cables already mentioned did not hold the collector's house together, no great harm was done, and I had good reason to be satisfied with our expedition to Tam-Quan.

BANK OF CHINA AND JAPAN, LIMITED.

The third annual ordinary meeting of the proprietors of the Bank of China and Japan, Limited was held in London on 28th March.

The Chairman, Mr. William Kewick, said: I will begin with the news due to the public. Old deposits—The amount remaining due to January 1897, was £318,179, and a liquidation of this £108,243 was provided during last year, leaving after payment made on January 1, 1898, £210,936 outstanding. This sum it is proposed to repay in May next, out of the realizations made in China during the past two months and out of the proceeds of the final instalment of call due and paid. Other liabilities—The item of £1,427 consists of small sums due to old depositors, who have not applied for the partial payments as made. Funds to meet the amount are lying in the Bank of England specially set aside for the purpose. Now as to the old bank's balance-sheet. Capital account—During 1897 only 618 shares have been issued. The board has been chary of allotting shares to holders who have delayed coming into the scheme until such holders have paid their calls in cash. There are no shareholders, owning 1,070 shares, who are now gradually paying up, with the having allotments eventually made to them. The entry as to 1,400 shares surrendered calls for some explanation. The holder was an old gentleman who had paid an amount to second and was arranging to pay further sums by instalments, but he had an opportunity of making a round sum by way of compromise, and considering his age and circumstances, and as the sum met the loss on his shares, the board, with the concurrence of the creditors' committee, accepted surrender of them. Instalments of call not yet paid, £20,778, seems rather a large item. It has been reduced by £2,000 since January 1, and a further sum of £6,000 will be paid very shortly. Of the balance of £12,000 less than £2,000 pertains to first, second and third instalments, so that should any of the remaining £9,000 default, and have their shares forfeited, which is not anticipated, they will still have paid up their share of loss. Assets—the only item on

ling for remark, is the deficiency account, which has been reduced by £1,503. Besides the £7,577 credited to profit and loss account from calls recovered during 1897, there are various sums which old shareholders who have compromised, have agreed to pay gradually, and there are legal expenses which we hope to recover by carrying on the suit to a successful issue. The only large items involved which can greatly reduce the account are the sums to be recovered from the Chinese and American shareholders. In order that the meeting may grasp the exact position as to shareholders of the old bank, it can be summarized thus:—Of the ordinary shares in it, say 189,875, there have come into the scheme 106,701. There are those who have come into the scheme and surrendered 1,400, and coming into the scheme 1,070, making a total of 109,171; paid in full, and not come in, 344, accounting for the total good shares of 109,715. There remain, held by Chinese, 46,108; held by Americans, 5,730; subject to liquidation, these together make £1,830. Compromised—in all cases something has been paid—£6,440; doubtful, in bands of liquidator, now paying something, 6,170. May possibly be got to pay a little, 11,400; together, 17,660. Bad, dead, and insolvent estates, 4,214; disappeared, but liquidator still searching for them, 10,013; together, 14,227. These figures account for the 189,875 shares. During the year one general administration, Federation, has been word which we have been made familiar of late, but as for such a stupid word as Annamite, it might as well be left out of the dictionary, because it means nothing in particular, and besides we could not think of such a thing!

The suit in New York is still unsettled, but there is no doubt that can be done to push it to a success of result is being done by our solicitor. Returning to the new bank, capital account remains the same; fixed deposits and current accounts have increased from £14,146 to £14,330, and I may add there has been a further increase since January, Loans payable £19,431, represent temporary accommodation afforded to the bank at its branches, and indicates an improvement in our credit. On the other side, cash in hand and at bankers, £95,709, shows the liquid nature of the cash account. The bank has been doing well. These funds at December 31st were chiefly on this side, having been remitted from China when sterling rates there rose a high. Government securities, £99,061, consisted of Indian paper and Chinese and Japanese Government bonds, some of which have been since realized profitably. The items of £104,304 on the debit side and £133,668 on the credit side represent bills payable and receivable, and various adjustments of outstanding exchange contracts. Expenses in 1897 come to £10,613, as compared with £11,414 in 1896. The result, a profit of £1,853, is the least, not a satisfactory one. (Hear, hear.) Working with gold funds only this bank could not avail of its resources to earn the high interest ruling in China during the latter part of 1897; and in fact, towards the close of the year we had to limit operations in exchange, rather than keep funds in China at risk of losing heavily by low rates when there had to be turned into sterling. As to the future of the bank, at previous meetings the board has deprecated discussions sought to be raised as to the advisability of continuing the business of the bank, and at this occasion the agenda is confined to the usual business of the annual meeting, as it is not competent to come to any decision adverse to carrying on the bank until after the old depositors are paid off in full. Since the issue of our report, however, the directors have received information that a shareholder intends now to discuss this question, and I therefore feel at liberty to anticipate his remarks, the more so as our shareholders in China expressed considerable disappointment on reading the report of the meeting of April, 1897, that the bank was to be liquidated, and then conveyed to them in favour of the carrying on of the business. The balance-sheet shows that after collection of final instalment of call, and payment of remaining 10 per cent. due to depositors a sum of about £115,000 will remain—that is if the assets still to be realized and the calls to be collected can be dealt with under the same conditions as have prevailed since the reconstruction, namely, by the bank as a going concern. This should leave the shares worth about £2 each, with the chance that this value may be considerably increased by a successful issue to our credit against the American and Chinese shareholders. Were the shareholders now to agree to a resolution to wind up the bank the result would be very different. Expenses would be incurred which have hitherto been avoided by availing of the new bank's services to the liquidation, and the assets and calls which would come in to the bank in full by gradual payments would almost inevitably have to be compromised for small sums in cash. It is not improbable that the return per share in such an event would be but £1 instead of £2.

The new bank during two years and nine months has, with its working capital of only £100,000, paid all its own expenses and provided also with the ordinary expenses of liquidation; and I may remark that during this period it has not lost a penny in bad debts. (Applause.) Its increasing prosperity indicates that our new staff of officers is working together in a way that augurs well for the future. The directors believe there is room for the bank in China, and our managers there assure them that the feeling towards the bank is good, and as far as can be ascertained, the opinion there is unanimously in favour of continuing the bank. (Applause.) Of course, a capital of £200,000 may seem small; but the directors have no intention of calling up any further sum, as the field to which they intend confining operations can be worked with this capital, and they and the manager are confident of success. (Applause.) I sympathize with those who have suffered so much through the misfortunes of the old bank, and can quite understand that there are some shareholders disposed to get rid of any possible further liability, but I do not think it would be wise to consider to shareholders generally did I not point out to such that after the final payment to depositors in May there will be an open market for shares which at present is closed by the terms of the arrangement with the depositors, and that to those shareholders who may wish to sell, there will probably be opportunities of disposing of shares on at least as good terms as would be realized by liquidation, and, doubtless, more expeditiously. And I may say, further, that I have good reason to believe that were a vote taken, it would not result in a majority in favour of closing the concern. (Hear, hear.) And that to take proceedings for winding it up would have for a time the effect of paralyzing the business of the bank, which would, under serious consideration, be a most unfortunate decision, and I am sure that it is not in the interest of the shareholders to carry it out. It is most important, therefore, that with no hesitation the sense of this meeting should be declared to be in favour of carrying on the bank as a going concern. (Applause.) There is room for the bank in the sphere of its connections, and there need not be hesitation. I think it is perfectly consistent in its power to prosper and to give satisfaction to its shareholders in the future. (Applause.)

The report and accounts were passed unanimously.

COMMERCIAL NEWS.

HONGKONG FREIGHT MARKET.

In their *Freight Circular* issued to-day Messrs. Lamke and Rogge report as follows:—Since the last report our freight market has taken an easier turn, consequent upon a fall in rice prices here and in the Japan markets. Through owners declining to take lower freight chartering has been difficult to arrange, and the list of settlements during the fortnight is a small one.

From Saigon to this port a number of Chinese time chartered boats were taken up early last week at 41 cents per picul. There were then offers in the market at about 35 cents for large carriers for forward loading, which were declined, owners expecting to do still better by holding out. Without any business about, the rate has, at once fallen to 30 cents per picul, and at that time of writing, the demand is slack. At the same time, the demand may speedily improve the quotation.

As was evident from what we wrote in last issue, the splendid rates recently obtained from this to Japan ports caused tonnage to be offered out too profusely, and the inevitable reaction has since set in. Berthrates are down from 60 cents and 50 cents to about 40 cents per picul, and a hand-wired steamer has accepted 35 cents for a full cargo. It can well be understood that under the circumstances charterers of forward tonnage have a hot time of it, they experiencing the greatest difficulty in filling their engagements, and the regular liners very probably will be able to supply whatever additional tonnage may be required in this direction in the near future.

To load at Hiofo for Japan a steamer has been secured for second half May-loading, as tonnage is wanted on similar terms. The demand also continues after tonnage to load at Hiofo for Hongkong, and a steamer or two have been very recently required after for immediate loading Manila to Hongkong, and have not been obtainable.

There is not much movement in Bangkok chartering. Shipowners are working off previous engagements and berths are offered plenty of opportunity by regular liners of shipping to this port. The rate Bangkok to this is still stands at 41/17, more or less nominal though, and a larger size boat probably could not get it just at present.

Newchang freights are about unchanged. For Canton an occasional enquiry was filed by the firm of an Indo-China Company's steamer for 22,000 piculs at 41 cents. For Amoy, 35 to 38 cents is quoted for small size; for Kobe 35 cents, for Yokohama 40 cents.

Coal freights are ruling at \$2.00 for medium-sized cargoes. Mfrs. to this. Several charters have been brought off and the demand is not qualified as yet. For the voyage to Singapore \$2.30 has been offered, and at that charter are reported to have been done at London.

On monthly terms the charter of Danish S.S. *Prætor* for the Hiofo-Pakhoi trade is concluded, and Danish S.S. *Actio* and Norwegian S.S. *Phænix* have been taken up for Shanghai requirements, details to be given. The *Phænix*'s rate is equal to 7 shillings 8 d. on the g.r., which is decidedly good business.

Sail Freight:—For San Francisco British ship *Imberhorn* and Russian barque *Wainbury* continue loading. The New York berth is occupied by the *St. David*, since arrived here after a very smart run down from Shanghai. There is some further demand for tonnage in the latter direction. The principal complications make enquiries run after neutral flag vessels, for which 17 to 18 might be obtained.

Continued:—No charters reported. Salt-tennage loading or to load:—For New York—American ship *St. David* arrived 23rd April. For San Francisco—Brit. ship *Imberhorn*, arrived 9th April. Russian barque *Wainbury*, arrived 3rd April. For Baltimore—American ship *George S. Homer*, to arrive.

Disengaged Tonnage:—American ship *Tam O'Shanter*, 1432 tons. Departures:—None.

NOTANDA.

CALENDAR.

APRIL.		
Meteorological means based on ten years' observations to 1895.		
Barometer	29.958	
Thermometer	69.7	
Humidity	86.0	
Rainfall	7.58	

TO-DAY.

WEATHER REPORT.		
On date at	On date at	
10 a.m.	4 p.m.	
Barometer	29.91	29.84
Thermometer	74	73
Humidity	81	89
Rainfall		

TO-MORROW.

Saturday, 30th April, 1898.	
Chinese—10th of 4th moon of 24th year of Kwang-shi.	
Jewish—8th Year, 5558.	
Mohammedan—8th Dhul-Hijja, 1215.	

Sun—Rises	6hr. 35min.
High water—Morning	6hr. 45min.
Afternoon	6hr. 58min.
Low water—Morning	11hr. 11min.
Afternoon	11hr. 24min.
No inferior high or low water.	

ANNIVERSARIES.
1878—Feng, Tactal of Shanghai died.
1881—General Grant arrived in Hongkong.
1896—Onno-Nruchwang collision at Woonas; loss of the former with 300 lives.

TO-MORROW.
Sunday, 1st May, 1898.
(St. Philip and St. James.)
Chinese—11th of 4th moon of 24th year of Kwang-shi.

Fête of the Dragon spills of the Ground.	
Jewish—9th Year, 5558.	
Mohammedan—9th Dhul-Hijja, 1215.	
Sun—Rises	6hr. 35min.
High water—Morning	6hr. 45min.
Afternoon	6hr. 58min.
Low water—Morning	11hr. 11min.
Afternoon	11hr. 24min.

The report and accounts were passed unanimously.

ANNIVERSARIES.
1841—First number of the *Hongkong Gazette* published.
1850—Duke of Connaught born.
1875—Missionary shot at Kluhlang; the Methodist Episcopal Chapel sacked.
1876—H.M. the Queen proclaimed Empress of India in London.
1880—Prince Heinrich of Germany visited Hongkong.
1896—The Shah of Persia murdered near Tehran.
1897—Succeeded the chief engineer of H.I.G.M.S. *Princess Wilhelmina* at Yokohama.

CHURCH SERVICES.

St. John's Cathedral—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m. and 9.30 a.m. Benediction, 5 p.m.
Union Church—Services, 11 a.m. and 6 p.m.
German Lutheran Chapel, West Point—Morning Service, 11 a.m.
St. Francis Church, Wanchai—Mass (Chin), 6 a.m., (Port), 7.30 a.m., Benediction, 5 p.m.
St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point—Mass, 8 a.m.
Wesleyan Methodist Church—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILS DUE:
Tacoma (*Victoria*) 16-morrow.
Indian (*Catherine Ahear*) 2nd prox.
German (*Prussia*) 10th prox.
American (*Perry*) 14th prox.
Canadian (*Empress of Japan*) 11th prox.

HONGKONG AND WHAMPOA DOCK RETURNS.
Holstein

OUTWARD—Wenington Hall, 15th March—*Bulweria*, *Adria*, 13. *Nadjet Nyassa*, *Trevelick*, 25. *Chiquito*, *Tanahara*, *Ten-han*, 21. *Benlawrie*, *Philistia*, *Morvan*, *Slam*, 20. *Niobe*, *Ottospiel*, 1st April—*Marquis Baccusheim*, *Myrmidon*, 5. *Glenish*, *Kretschid*, *Armadillo*, *Indranta*, *Kilburn*, *Undawind*, 13. *Java*, *Nestor*, *Yarra*, *Egremont*, *Castle*, *Falldown Hall*, 15. *Brisconshire*, *Agamemnon*, *Kadaw*, *Yarra*, *Arctona*, *Cyprus*, 19. *Maria Valeria*, *Oak Branch*, 21. *Sydney*, *Vindobona*, *Lubna*, 25.

HOUSEHOLD—*Piquette*, *Diamond*, 20th March—*Amphitrite*, April 1. *Natal* 5. *Hertha*, *Lydia*, *Orwell*, 19. *Bayern*, *Japan*, *Oceanic*, 25.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, for *Rickets*, *Marasmus* and all wasting disorders of children, is very remarkable in its results. The rapidity with which children gain flesh and strength upon it is very wonderful. Read the following:—"I have tried 'Scott's Emulsion' in case of wasting in young children, and I am of opinion that it is a valuable preparation for such cases. The children take it and in the morning and the good effects are apparent. I consider it far superior to ordinary Cod Liver Oil."—MARSHALL, M.R.C.S., &c., 143, Grace Road, Birmingham, S. E. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong. [Advt.]

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Intimations.

NIPPON YUSEN-KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU.....	YOKOHAMA (DIRECT)	TUESDAY, 10th May, at 4 P.M.
IDZUMI MARU.....	Kobe and YOKOHAMA	THURSDAY, 12th May, at 4 P.M.
SAGAMI MARU.....	VLADIVOSTOK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN and GYEON.	FRIDAY, 13th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 29th April, 1898.

J. J. CARNAUD, 3, rue d'Argout, PARIS.

TIN BOXES
STAMPED ARTICLESMILITARY
EQUIPMENT

Apply to Messrs DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER-
SMITHS, AND OPTICIANS.
CHAMPS ELYSEES, PARIS.
NATURAL INSTRUMENTS.
Sole Agents for Louis Adolphe Vacheron
awarded the highest Prize at every Exhibition,
and for Vacheron and Co's
CELEBRATED OPERA GLASSES,
MARINE GLASSES, AND SERVICES.
Nos. 54 & 56, Queen's Road Central.

LEVY HERMANOS.

**DIAMOND MERCHANTS, JEWELLERS
AND WATCHMAKERS.**
Sole Agents in the East for the amalgamated
CLERMONT, HUMBER and GLADIATOR CO., Ltd.,
DUNLOP TYRES, BICYCLES—PRICE, \$18.
A special reliable Watch made for this Climate
Quality A.....\$16
Quality B.....\$12
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

SIEN TING,

**SURGEON DENTIST,
No. 13, D'ARVILLE STREET.
TERMS VERY MODERATE.
Consultation free.**
Hongkong, 29th September, 1898.

DENTISTRY.

DR. SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 8, Queen's Road Central.
Hongkong, 9th February, 1898.

Hotels.

**I SAY! HERE'S SOMETHING GOOD.
THE OLD MAN'S ON DECK AGAIN
AT
THOMAS'S GRILL ROOMS.
WHAT'S THE MATTER WITH THIS
TARIFF?—**

BREAKFAST	\$ 0.55
Tiffin	0.75
Dinner	1.00
3 MEALS DAILY (Monthly Rate)	40.00
1 Tiffin	15.00
1 Dinner	20.00
Tiffin & Dinner	30.00
BREAKFAST & Tiffin	25.00
BREAKFAST & Dinner	28.00

**BEST OF VIANDS SERVED IN THE
BEST OF STYLES.
J. E. GOODCHILD,
Manager.**

WINDSOR HOTEL,
HONGKONG.

**THIS ESTABLISHMENT, situated in the
elegant Building known as "CON-
NAUGHT HOUSE," offers First-class Accom-
modation to Residents and Travellers.
Passenger Elevator, from Entrance Hall to
each Floor, in charge of experienced Attendant.
Favourable Arrangements made for Families
and for Monthly or Extended Periods.
BILLIARDS.**

P. BOHM,
Proprietor & Manager.

Hongkong, 2nd April, 1898.

THE KOWLOON HOTEL is now refitted
and reopened as a thoroughly HIGH-
CLASS HOTEL, with everything of the very
best, Splendid Suburban Situation, Unrivalled in
the Colony. Cuisine a Specialty: none to
compare. Liquors of carefully selected quality.
Billiard-tables and Bowling-alley excellent.

J. W. OSBORNE,
Proprietor.

April 2nd, 1898.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"
Captain Hall, will be despatched for the
above Ports, TO-MORROW, the 1st May, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers,
Hongkong, 30th April, 1898.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"
Captain Douglas, will be despatched for the
above Ports, TO-MORROW, the 1st May,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers,
Hongkong, 30th April, 1898.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"
Captain Towell, will be despatched as above
on MONDAY, the 2nd May.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 26th April, 1898.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"
Captain Osterbridge, will be despatched as
above on MONDAY, the 2nd May.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 29th April, 1898.

CHINA NAVIGATION COMPANY,
LIMITED.FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"
Captain Williams, will be despatched as above
on TUESDAY, the 3rd May, at 4 P.M.

The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 26th April, 1898.

OCEAN STEAMSHIP COMPANY,

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"PALINURUS,"
Captain Sawyers, will be despatched on
TUESDAY, the 3rd May.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 29th April, 1898.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"PREUSSEN,"
Captain Helms, due here with the outward
German mail about the 5th May, will leave for
the above place about 24 hours after arrival.

For further Particulars apply to
MELCHERS & Co.,
Agents.

Hongkong, 29th April, 1898.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"HOHENZOLLERN,"
Captain H. Bleker, will leave for the above Ports
on or about THURSDAY, the 5th May.

For further Particulars apply to
MELCHERS & Co.,
Agents.

Hongkong, 29th April, 1898.

HAMBURG AMERICA LINE.

(EAST ASIATIC SERVICE.)

FOR LONDON, HAMBURG AND
ANTWERP.(Taking Cargo at through rate to AMSTERDAM,
LISBON, OPORTO, LIVERPOOL, GLASGOW,
NORTH and SOUTH AMERICAN PORTS.)

THE Company's Steamship

"ANDALUSIA,"
Captain Scholler, will be despatched for the
above Ports on or about the 7th May.

For Freight, apply to
CARLOWITZ & Co.,
Agents,
Hongkong, 26th April, 1898.

SAILING VESSELS.

FOR SAN FRANCISCO.

THE British Barque

"WEST YORK,"
W. L. Foster, Master, will load here for the
above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents,
Hongkong, 7th March, 1898.

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"IMBERHORNE,"
Lever, Master, shortly expected here, will load
for the above port and will have quick
despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents,
Hongkong, 19th March, 1898.

Mails.

NORTHERN PACIFIC
STEAMSHIP COMPANY.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Victoria | 3,167 | J. Truebridge | May 10.
Olympia | 2,608 | T. H. Dobson | May 21.
A. Scia | 5,164 | J. Panten, R.N.R. | June 14.
Tacoma | 2,549 | A. Dixon | July 2.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION
COMPANY.

Drum | 3,601 | E. Porter | June 4.
Mogul | 3,654 | W. H. Wright | June 18.
Columbia | 2,605 | A. Gow | July 9.
Drum | 3,601 | E. Porter | Aug. 13.

THE attention of Passengers is directed to

the very cheap rates offered by this Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table.

DOCTOR and STWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on

the American Continent. Magnificent Scenery of

the Rocky and Cascade Mountains. The

YELLOWSTONE NATIONAL PARK route. Passen-

gers to EUROPE may proceed by one of the first

class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Ports on application.

Special rates allowed to members of Govern-

ment Services.

Through Bills of Lading issued to Pacific

Coast Ports, and to Canadian and United

States Ports.

Consular Invoices of Goods for United States

Points should be in quadruplicate; and one

copy must be sent forward by the steamer to

the Freight Agent, Tacoma, Wash., or Portland,

Or, (whichever may be the destination of the

Steamer).

Parcels may be sent to our Office (with address

marked in full) by 5 P.M., on the day previous to

sailing.

For further information apply to

DODWELL, CARLILL & Co.,

General Agents.

Hongkong, 22nd April, 1898.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH

BILLS OF LADING FOR THE PRINCIPAL

PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia | | Wednesday | 25th May.
Sachsen | | Wednesday | 22nd June.
Bayern | | Wednesday | 20th July.
Prins Heinrich | | Wednesday | 17th Aug.
Darmstadt | | Wednesday | 14th Sept.
Prussia | | Wednesday | 12th Oct.
Sachsen | | Wednesday | 9th Nov.
Bayern | | Wednesday | 7th Dec.
Prins Heinrich | | Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 25th day of May,

1898, at 4 A.M., the Company's Steamship

"PREUSSEN," Captain R. Helms, with

MAILS, PASSENGERS, SPECIE & CARGO,

will leave this Port as above, calling at NAPLES

and GENOA.

Shipping Orders will be granted till NOON on

MONDAY, the 23rd May. Cargo and Specie

will be received on board until 5 P.M. on TUESDAY

the 24th May, and Parcels will be received at

the Agency's Office until NOON on TUESDAY,

the 24th May. Contents of Packages are required.

No Parcel Receipts will be signed for less than

\$2.50 and Parcels should not exceed Two Feet

Cubic in Measurement.

The Steamer has splendid Accommodation

and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 27th April, 1898.

To be Let.

TO LET.

COAL GODOWNS, PRAYA EAST.

FLOORS IN STAUNTON AND ELGIN
STREETS.Apply to
112, HONGKONG LAND INVESTMENT
& AGENCY CO., Ltd.
Hongkong, 15th March, 1898.

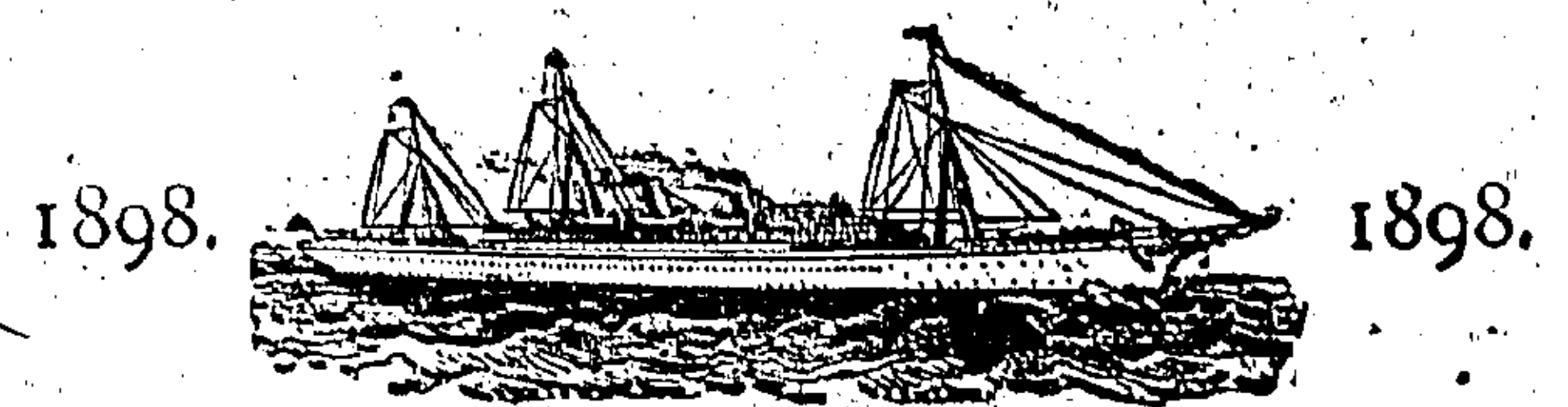
TO LET.

THREE ROOMS on 2ND FLOOR No. 8,
Queen's Road Central, Suitable for
OFFICE, Rent Moderate.
Apply to
Mr. SUI SANG,
On the premises.
Hongkong, 7th March, 1898.

MANUFACTORY

all sorts of
OIL PAINTS and COLOUR-WASH
PREPARED IN ALL COLOURS
TO SUIT PURCHASERS.
103, PRAYA EAST, WANCHAI.
Hongkong, 4th April, 1898.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EXPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 18th May, 1898.

EXPRESS OF CHINA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 8th June, 1898.

EXPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 19th June, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA

OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12

DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection

at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN

PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE

ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,

New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the

Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,

Diplomatic and Civil Services, and to European Officials in the Service of China and Japan

Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS

(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS

(the Company having received the highest award for same at recent Chicago World's Exhibition),

and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the

Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by

the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Padder's Street.

Hongkong, 28th April, 1898.

OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.THE OVERLAND RAILWAYS,
AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 10th May, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 28th May, at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 18th June, at Noon.

THE Company's Steamship

"BELGIC,"

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, INLAND

SEA, YOKOHAMA AND HONOLULU,

on THURSDAY, the 19th May, at Noon,

taking Sates and Passengers and Freight for

Japan, the United States.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu,